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The \$37.3 billion bond package approved by the Legislature will be placed on the November ballot. The following is an outline of the trailer bills. A matrix of the funding programs in the transportation and housing bonds has also been provided. If you have any questions or need additional information, please contact Steve Wallaach.

**Summary of the infrastructure package:** The package will appear on the November ballot as the following Propositions.

Proposition 1A – Increased Prop 42 protections	
Proposition 1B – Transportation	\$19.925 billion
Proposition 1C – Housing	\$ 2.85 billion
Proposition 1D – Education	\$10.416 billion
Proposition 1E – Flood Protection	\$ 4.09 billion

The package also included the following trailer bills:

- AB 1039 would exempt specific transportation projects and flood control projects from CEQA. This includes CEQA exemptions for High Street and 5<sup>th</sup> Street ramp replacement projects in Oakland.
- AB 1467 would authorize public private partnerships for constructing a limited number of transportation projects. This bill would allow for the construction of 4 toll road facilities and 4 HOT lane projects. Each category requires two in southern California and two in northern California.
- AB 143 would authorize the CTC to select up to 10 projects to demonstrate the use of design-build contracting. *This measure failed passage in the Assembly.* Upon approval by the CTC, this bill would have allowed Caltrans or local transportation entities use design-build contracting. While it was approved by the Senate, this majority vote bill only garnered 27 votes in the Assembly. Since this measure failed passage, a detailed review is not included in this report.
- SCA 7 would amend the Constitution to limit the ability of the Legislature and the Governor to divert Proposition 42 funds. The protections would allow Prop 42 to be suspended twice in any 10 year period and it would require the funds to be repaid within 3 years. SCA 7 also requires the repayment of existing loans over the next 10 years. SCA 7 will appear on the November ballot as Proposition 1A.

A more detailed review of the transportation related bills follows.

## **Implementing Legislation**

**AB 1039 (Nunez): This bill enacts several CEQA streamlining proposals for transportation projects and levee repair work.**

All of the CEQA exemptions categories listed in AB 1039 require the implementing agency to:

- conduct outreach efforts in the vicinity of the project,
- abide by air quality rules for construction equipment, as well as implementing measures to control particulate matter emission, and
- to the extent feasible use alternative fuel or ultralow sulfur diesel to power the construction equipment.

This bill contains the following CEQA exemptions categories:

- Levee repair projects along the Sacramento River Flood Control Project area. These projects must be within the existing levee footprint, and this exemption would sunset on July 1, 2016. The bill also enacts provisions for a consolidated permit process for levee repair projects funded by the bond act.
- Caltrans for the modification or replacement of the following highway structures. This exemption authority sunsets on June 30, 2010.
  - I-880 Fifth Avenue Overhead in Oakland
  - I-880 High Street Separation Overhead in Oakland
  - State Route 101 Hollister Avenue Overcrossing in Santa Barbara County
  - Schuyler Heim Bridge in Los Angeles County
  - Mojave River Bridge on SR 18 in San Bernardino County
- The local bridge seismic safety retrofit projects identified by Caltrans. This exemption would sunset on January 1, 2011.
- AB 1039 allows Caltrans to prepare and adopt a master environmental impact report for anticipated projects along Highway 99.
- AB 1039 also implements the contents of SB 1812 (Runner), which allows Caltrans to participate in the SAFETEA-LU pilot program that in general allows Caltrans to certify federal environmental documents on transportation projects. Both the Alameda CMA and ACTIA have support positions on SB 1812.

AB 1039 specifically authorizes Caltrans to consent to the jurisdiction of the federal courts with regard to the assumption of certain federal responsibilities under the National Environmental Policy Act (NEPA), and waives the state's Eleventh Amendment protection against lawsuits brought in federal court for as long as the state participates in the pilot program. Caltrans is also required to submit a report to

the Legislature on this program by January 1, 2008, and the authority will sunset on January 1, 2009.

**AB 1467 (Nunez) allows for four public-private partnerships projects and up to four high occupancy toll (HOT) lane projects. The bill requires that half the projects be in northern California and half in southern California.**

In addition, a lease agreement reached for any public-private project or a HOT lane project authorized by this bill must be approved in statute by the Legislature. Caltrans or the regional agency must also hold at least one public hearing on the project before seeking legislative approval.

**HOT Lanes:** AB 1467 allows the CTC to select up to 4 proposals nominated by Caltrans or a regional transportation agency to develop and operate four HOT lane projects, including a value pricing program pursuant to the following conditions:

- The CTC shall develop eligibility criteria for the projects.
- For each project the CTC must have at least one hearing in northern California and one hearing in southern California. The selected project and any public testimony from the hearings shall be submitted to the Legislature for approval.
- The number of projects must be equally split between northern and southern California.
- Caltrans or a regional transportation agency may also operate exclusive or preferential lane facilities for public transit.
- Rather than state the conditions for operating these projects, AB 1467 simply requires these project to be consistent with the standards, requirements, and limitations outlined in existing law for HOT lane projects.

Specifically, the bill refers to Sections 149, 149.1, 149.3, 149.3, 149.4, 149.5, and 149.6 of the Streets and Highways Code. These code sections grant Caltrans the authority to build exclusive bus lanes and allow Caltrans to enter into public-private partnerships. In addition, these codes sections provide the authority for a limited number of HOT lanes currently authorized in the Counties of Alameda, Santa Clara, and San Diego.

- There is no specified sunset on the authority to operate these HOT lanes, but a sunset date may be added, along with other requirements, as part of the Legislative approval process.
- The CTC in cooperation with the Legislative Analyst's Office shall prepare an annual report on the status of these projects.
- No application may be approved after January 1, 2012.

**Toll Roads and Lanes:** AB 1467 allows Caltrans in cooperation with a regional transportation planning agency, or regional transportation planning agency, such as MTC,

may solicit proposals for the development of a transportation project under the following conditions:

- A “transportation project” is defined to include planning, design, development finance, construction, etc. of highway, public street, rail or related facilities currently owned or operated by Caltrans or the regional transportation agency.
- Total number of projects is limited to 4. No less than two in northern California and two in southern California. The CTC shall select the projects from those nominated by either Caltrans or the regional transportation agency. However, no less than two projects shall be nominated by a regional transportation agency.
- The projects shall be primarily designed to improve goods movement, which includes exclusive truck lanes, rail access, and operational improvements.
- The facilities shall be owned at all times by Caltrans or the regional transportation agency.
- At the end of the lease agreement the facility shall transfer at no charge back to Caltrans or the regional transportation agency in a condition that meets standards established by Caltrans.
- Excess toll revenue may be applied to any indebtedness, used for improvement to the projects, or deposited into the State Highway Account. However, excess revenue under an agreement with a regional transportation agency may be paid to the agency for improving public transportation in and near the project boundaries.
- Nothing in this section shall infringe on existing law that allows the Alameda CMA and other counties to develop and operate HOT lanes.
- There is no limit on the duration of a lease agreement; however a limit may be added as part of the legislative approval process.
- The CTC in cooperation with the Legislative Analyst’s Office shall prepare an annual report on the status of these projects.
- The authority to enter into a lease agreement sunsets on January 1, 2012.

**SCA 7 (Torlakson) (Chapter 49, Statutes of 2006) will appear on the November ballot as Proposition 1A. This measure would amend the Constitution to limit the ability for the Governor and the Legislature to divert Prop 42 funds to the state’s general fund.**

Proposition 42 allows the sales tax on gasoline to be diverted to the general fund if the Governor declares a fiscal emergency and the Legislature approved the suspension of Prop 42 by a 2/3 vote. Given the state’s volatile finances, the existing protection have not been effective. SCA 7 would implement protections similar to Proposition 1A from 2004 that limited the ability of the Legislature divert property tax dollars to the Education Revenue Augmentation Fund (ERAF). SCA 7 would make the following changes:

- Limits the ability to suspend the transfer to no more than twice in any 10-year period.
- Requires that the funds not transferred be "repaid" with interest by the end of the third fiscal year following the year of the suspension.
- Prohibits suspension of the transfer in any year in which a prior suspension has not been fully "repaid".
- Requires Prop 42 funds that are currently owed to transportation accounts to be repaid over the next 10 years, with at least 1/10 of the debt being paid each year.
- Authorizes the Legislature to allow state or local governments to issue bonds secured by the Prop 42 debt payments that will be made over the next 10 years.

Program	Amount	Description
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<p align="center"><b><u>Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (SB 1266; Perata)</u></b></p> <p>SB 1266 places a \$19.925 billion bond package on the November 2006 ballot. This bond act will appear on the ballot as Proposition 1B. The bond act contains the following funding programs, not listed here is the \$1 billion dedicated to the Highway 99 corridor.</p>		
<p><b>Corridor Mobility Improvement Account</b></p>	<p><b>\$4.5 billion</b></p>	<p>These funds would be used for <b>improvements on highly congested corridors</b> in California. The funds would be programmed separately from the STIP. <b>The funds are subject to the north-south split, but not county share allocations.</b> The Legislature must also approve the appropriation for these funds as part of the annual budget act. These funds will be allocated pursuant to the following steps:</p> <ol style="list-style-type: none"> <li><b>1. The CTC must adopt guidelines including regional programming targets by December 1, 2006.</b></li> <li>Caltrans must nominate projects by January 15, 2007.</li> <li><b>3. Regional transportation agencies or county transportation commissions must nominate projects by January 15, 2007.</b></li> <li>After reviewing the projects the <b>CTC must adopt an initial program of projects by March 1, 2007.</b> The CTC must update this list every two-years in conjunction with the STIP process.</li> </ol> <p>A project <b>must meet all of the following criteria</b> to be eligible for these funds:</p> <ul style="list-style-type: none"> <li>Is a high priority project (1) nominated by both Caltrans and the regional transportation planning agency, or (2) with committed other state, federal, or local funds.</li> <li>Can commence construction by December 31, 2012</li> <li>Improves mobility in a high-congestion corridor, improves the connectivity of the state highway system, or improves the operation or safety of a highway.</li> <li>Improves access to jobs, housing, markets and commerce.</li> </ul> <p><b>All projects submitted to the CTC must be included in a regional transportation plan.</b> In adopting this list of projects the CTC shall make a finding that the projects are geographically balanced and consistent with the 40-60 north-south split requirement.</p>

Program	Amount	Description
California Ports Infrastructure, Security, and Air Quality Improvement Account	\$3.1 billion	<p><b><u>\$2 billion for the Trade Corridors Improvement Fund:</u></b> These funds are subject to implementing legislation. <b>The CTC is required to allocate these funds to infrastructure improvements along federally designated “Trade Corridors of National Significance” or along other corridors that have a high volume of freight movements, as determined by the CTC.</b> The CTC is to consult the State’s Goods Movement Action Plan, regional goods movement plans, regional transportation plans, and the statewide port master plan in determining eligible projects. <b>Eligible projects for these funds include, but are not limited to, all of the following:</b></p> <ul style="list-style-type: none"> <li>• Highway capacity and operational improvements to more efficiently accommodate the movement of freight</li> <li>• Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers</li> <li>• Projects to enhance the capacity and efficiency of ports</li> <li>• Truck corridor improvements, including dedicated truck facilities or truck toll facilities</li> <li>• Border access improvements</li> <li>• Surface transportation improvements to facilitate the movement of goods to and from airports</li> </ul> <p>The CTC is to allocate these funds in a manner that (1) addresses the state’s most urgent needs, (2) balances the demands of ports throughout the state, (3) provides reasonable geographic balance among the state’s regions, and (4) places emphasis on projects that improve trade corridor mobility while reducing pollution. <b>Projects must have supplemental funding that is at least equal to the amount contributed by this fund.</b></p> <p><b><u>\$1 billion for air quality programs at ports:</u></b> These funds are subject to implementing legislation. The purpose of these funds is to supplement existing funding programs, such as the Carl Moyer Program, with the aim of reducing diesel emissions from freight movement activities.</p> <p><b><u>\$100 million for port security improvements:</u></b> These funds will be awarded as grants for a wide range of security related purposes. This grant program will be administered by the Office of Emergency Services.</p>

Program	Amount	Description
<b>STIP Augmentation</b>	<b>\$2 billion</b>	These funds would be allocated by the CTC and distributed in the same manner as funds programmed in the STIP (see attached estimates by MTC).
<b>Public Transportation Modernization, Improvement, and Service Enhancement Account</b>	<b>\$4 billion</b>	These funds are allocated by formula. <ul style="list-style-type: none"> <li>• \$400 million to Caltrans for intercity rail improvements.</li> <li>• \$3.6 billion to public transit operators for capital improvements, distributed pursuant to the State Transit Assistance formula (see attached estimates by MTC).</li> </ul>
<b>State-Local Partnership Fund</b>	<b>\$1 billion</b>	The details of this program will be enacted in subsequent legislation.  SB 1266 specifies that the State-Local Partnership will be allocated by the CTC over a 5 year period, and it will require a dollar-for-dollar match of local funds. The intent of the program is to benefit those counties that have enacted a transportation sales tax.
<b>Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006</b>	<b>\$2 billion</b>	These funds will be split equally between cities and counties for local street and road projects. Eligible projects are those that reduce congestion, increase traffic safety, or rehabilitate and maintain local roads. The city share is distributed based on population, with each city receiving at least \$400,000. The county share is distributed based 75% on registered vehicles and 25% on county maintained road miles. See attached estimates by MTC.
<b>Transit System Safety, and Disaster Response Account</b>	<b>\$1 billion</b>	These funds will be made available subject to implementing legislation.  However, this Account is intended to fund projects that increase the safety and security of public transit systems. In addition, these funds will be used for capital projects that enable transit operators, including waterborne operators, to move people and emergency personnel and equipment in the aftermath of a disaster.
<b>Local Bridge Seismic Retrofit Account</b>	<b>\$125 million</b>	These funds will be used by Caltrans to provide the 11.5% state match required to draw down federal Highway Bridge Replacement and Repair funds. These funds should be sufficient to complete the seismic retrofit work on local bridges, ramps, and overpasses.



Program	Amount	Description
Highway-Railroad Crossing Safety Account	\$250 million	<p>These funds will be used by Caltrans to complete high priority grade separation projects. This program will require a dollar-for-dollar match with non-state funds for each project. However, these funds are exempt from current law that limits an agency from receiving state funds for a grade separation project to once every ten years.</p> <p>Of the funds deposited in this account, SB 1266 requires the CTC to consult and coordinate with the High-Speed Rail Authority in the allocation of \$100 million in grade separation projects funds.</p>
Highway Safety, Rehabilitation, and Preservation Account	\$750 million	<p>These funds will be allocated by the CTC to Caltrans for state highway operation and protection programs (SHOPP).</p> <p>\$250 million is earmarked for technology based transportation improvements on local streets and roads. SB 1266 directs Caltrans to develop a program for the distribution of these funds for traffic light synchronization projects and other intelligent transportation system projects.</p>
School bus retrofitting and replacement	\$200 million	<p>These funds would be appropriated by the Legislature for school bus retrofit and replacement projects.</p>

Program	Amount	Description
<p align="center"><b><u>Housing and Emergency Shelter Trust Fund Act of 2006 (SB 1689; Perata)</u></b></p> <p>This bond act would provide \$2.85 billion for low income housing, infill development, and transit oriented development. The bond act will allow many of the programs created by Proposition 46 to continue, and will appear on the November ballot as Proposition 1C.</p>		
<b>Affordable Housing Account</b>	<b>\$1.5 billion</b>	<p>These funds will be continuously appropriated in accordance with the programs below. These are all existing programs currently administered by the Department of Housing and Community Development (HCD) unless otherwise noted.</p> <ul style="list-style-type: none"> <li>• <u>\$345 million for the Multifamily Housing Program</u> which provides rental housing for low-income households.</li> <li>• <u>\$300 million for the Self-Help Housing Fund.</u> These funds shall be used by HCD to enable households to become or remain homeowners pursuant to the CalHome Program. SB 1689 earmarks \$10 million of these funds for construction management under the California Self-Help Housing Program.</li> <li>• <u>\$200 million for California Homebuyer's Downpayment Assistance Program (CHADAP).</u></li> <li>• <u>\$195 million for supportive housing</u> for individuals and families moving from emergency shelters to transitional housing. This includes those at risk of homelessness.</li> <li>• <u>\$135 million for farm worker housing</u></li> <li>• <u>\$125 million for the Building Equity and Growth in Neighborhoods (BEGIN) program</u></li> <li>• <u>\$100 million for the Affordable Housing Innovation Fund.</u> This is a new program to be administered by HCD to provide competitive grants and loans to entities that develop or invest in affordable housing projects. This program would also assist in the development of innovative programs that create affordable housing.</li> <li>• <u>\$50 million for homeless youth housing.</u></li> <li>• <u>\$50 million for domestic violence shelters.</u></li> </ul>

Program	Amount	Description
<b>Regional Planning, Housing, and Infill Incentive Account</b>	<b>\$850 million</b>	<p>These funds are subject to implementing legislation. The intent of this account is to provide infill incentive grants for capital outlay related to infill housing projects. SB 1689 list the following elements:</p> <ul style="list-style-type: none"> <li>• No more than \$200 million can be used for the creation, development, or rehabilitation of parks.</li> <li>• Water, sewer, and other public infrastructure needs.</li> <li>• <b>Transportation improvement related to infill development</b></li> <li>• <b>Traffic mitigation.</b></li> <li>• Brownfield cleanup projects.</li> </ul>
<b>Transit Oriented Development Account</b>	<b>\$300 million</b>	<p>These funds will be used by HCD to provide grants to cities, counties and transit agencies, and to provide loans to developers, for developing higher density uses near transit stations. A transit station includes rails stations, bus hubs, and bus transfer stations. SB 1689 also enacts the Transit-Oriented Development Implementation Program, which provides some direction to HCD in ranking projects, as well as requires private projects that receive a loan to include 15% of the units available at an affordable rent, or at an affordable housing cost to persons of very low or low income.</p>
<b>Housing Urban-Suburban-Rural Parks Account</b>	<b>\$200 million</b>	<p>These will be made available by the Legislature for “housing-related” parks grants.</p>

# SB 1266 Infrastructure Bond Summary

## Estimated Funding for San Francisco Bay Area

Note: All numbers are estimates and subject to change based on final factors used to distribute funds.

<b>Streets and Roads Funding<sup>1</sup></b>	<b>Allocation</b>
Alameda	\$ 74,996,122
Contra Costa	\$ 52,145,646
Marin	\$ 14,464,612
Napa	\$ 9,110,582
San Francisco	\$ 40,031,053
San Mateo	\$ 40,753,450
Santa Clara	\$ 91,674,336
Solano	\$ 24,348,943
Sonoma	\$ 27,910,676
<b>Regional Total</b>	<b>\$ 375,435,420</b>

<b>State Transportation Improvement Program (STIP) Funding</b>	
<b>County</b>	<b>STIP County Share</b>
Alameda	\$ 54,462,861
Contra Costa	\$ 35,293,607
Marin	\$ 10,311,686
Napa	\$ 6,389,189
San Francisco	\$ 27,828,855
San Mateo	\$ 28,682,297
Santa Clara	\$ 63,758,581
Solano	\$ 16,706,013
Sonoma	\$ 20,409,189
<b>Subtotal</b>	<b>\$ 263,842,277</b>
<b>Interregional Share<sup>2</sup></b>	<b>\$ 84,100,000</b>
<b>Regional Total</b>	<b>\$ 347,942,277</b>

<b>Public Transportation Modernization and Improvement<sup>2</sup></b>	
<b>Operator</b>	<b>Allocation</b>
AC Transit	\$ 106,897,001
BART	\$ 245,774,375
CalTrain	\$ 40,427,243
Golden Gate Transit	\$ 40,042,443
SamTrans	\$ 47,285,569
San Francisco Muni	\$ 336,026,922
Santa Clara VTA	\$ 144,195,873
Population Share - MTC	\$ 347,017,407
Other Transit Agencies	\$ 26,472,758
<b>Regional Total</b>	<b>\$ 1,334,139,591</b>

Notes:

- 1)Based on \$2 billion statewide. 50% of funds apportioned to cities and 50% to counties. Measure provides that each city will receive a minimum of \$400,000. Estimates from League of California Cities and California State Association of Counties.
- 2)Estimate based on historical amount region has received from Interregional Transportation Improvement Program (ITIP).
- 3)Funds distributed according to State Transit Assistance Formula. Estimates based on most recent data from State Controller.

Prepared by MTC Staff, May 10, 2006

**Bay Area's Share of Transit Funding in SB 1266**  
**Based on \$3.6 billion total statewide<sup>1</sup>**

<b>Apportionment Jurisdictions</b>	<b>Revenue Estimate</b>
AC Transit	\$ 106,897,001
Alameda CMA - Corresponding to ACE	\$ 1,777,814
BART	\$ 245,774,375
Benicia	\$ 165,343
Caltrain	\$ 40,427,243
CCCTA	\$ 5,724,703
Dixon	\$ 40,059
ECCTA	\$ 2,678,815
Fairfield	\$ 692,075
GGBHTD	\$ 40,042,443
Healdsburg	\$ 11,092
LAVTA	\$ 1,735,640
NCPTA	\$ 424,896
SamTrans	\$ 47,285,569
San Francisco Muni	\$ 336,026,922
Santa Rosa	\$ 1,030,716
Sonoma County Transit	\$ 1,093,614
Union City	\$ 432,549
Vallejo	\$ 5,215,385
VTa	\$ 144,195,873
VTa - Corresponding to ACE	\$ 2,427,299
WestCAT	\$ 3,022,757
<b>SUBTOTAL</b>	<b>\$ 298,423,885</b>
<b>TOTAL REVENUE BASED AMOUNT</b>	<b>\$ 987,122,183</b>
<b>BAY AREA POPULATION SHARE</b>	<b>\$ 347,017,407</b>
<b>GRAND TOTAL</b>	<b>\$ 1,334,139,591</b>

Note 1. Funds distributed according to State Transit Assistance Formula, Revenue and Taxation Code 99313 and 99314. Revenue and Population Factors provided by State Controller for FY07 Fund Estimate - subject to change.

# Bay Area Share of SB1266 Local Street and Road Funds

*Note: All Numbers are estimates and subject to change*

STATEWIDE AMOUNT	\$ 2,000,000,000
BAY AREA SHARE	\$ 375,435,420
DISTRIBUTIONS TO COUNTIES	\$ 167,675,794
DISTRIBUTIONS TO CITIES	\$ 207,759,626
DIRECT DISTRIBUTIONS TO COUNTIES	ALLOCATION
Alameda	\$31,250,390
Contra Costa	\$24,570,278
Marin	\$7,381,728
Napa	\$4,998,243
San Francisco	\$14,656,034
San Mateo	\$18,472,879
Santa Clara	\$38,048,019
Solano	\$11,375,937
Sonoma	\$16,922,286
Region	\$167,675,794
DIRECT DISTRIBUTIONS TO CITIES	
ALAMEDA	
ALAMEDA	\$ 2,363,936
ALBANY	\$ 529,944
BERKELEY	\$ 3,348,208
DUBLIN	\$ 1,331,436
EMERYVILLE	\$ 400,000
FREMONT	\$ 6,676,971
HAYWARD	\$ 4,651,240
LIVERMORE	\$ 2,587,542
NEWARK	\$ 1,381,602
OAKLAND	\$ 13,081,949
PIEDMONT	\$ 400,000
PLEASANTON	\$ 2,156,502
SAN LEANDRO	\$ 2,575,818
UNION CITY	\$ 2,260,584
COUNTY TOTAL	\$ 43,745,732
CONTRA COSTA	
ANTIOCH	\$ 3,207,143
BRENTWOOD	\$ 1,458,044
CLAYTON	\$ 400,000
CONCORD	\$ 3,953,481
DANVILLE	\$ 1,367,814
EL CERRITO	\$ 745,702
HERCULES	\$ 757,235
LAFAYETTE	\$ 768,577
MARTINEZ	\$ 1,162,254
MORAGA	\$ 519,078

OAKLEY	\$ 923,716
ORINDA	\$ 562,128
PINOLE	\$ 618,426
PITTSBURG	\$ 2,000,918

PLEASANT HILL	\$ 1,063,128
RICHMOND	\$ 3,287,302
SAN PABLO	\$ 991,770
SAN RAMON	\$ 1,688,226
WALNUT CREEK	\$ 2,100,426
<b>COUNTY TOTAL</b>	<b>\$ 27,575,368</b>

<b>MARIN</b>	
BELVEDERE	\$ 400,000
CORTE MADERA	\$ 400,000
FAIRFAX	\$ 400,000
LARKSPUR	\$ 400,000
MILL VALLEY	\$ 436,377
NOVATO	\$ 1,624,461
ROSS	\$ 400,000
SAN ANSELMO	\$ 400,000
SAN RAFAEL	\$ 1,822,046
SAUSALITO	\$ 400,000
TIBURON	\$ 400,000
<b>COUNTY TOTAL</b>	<b>\$ 7,082,884</b>

<b>NAPA COUNTY</b>	
AMERICAN CANYON	\$ 475,329
CALISTOGA	\$ 400,000
NAPA	\$ 2,437,010
ST HELENA	\$ 400,000
YOUNTVILLE	\$ 400,000
<b>COUNTY TOTAL</b>	<b>\$ 4,112,339</b>

<b>SAN FRANCISCO</b>	<b>\$ 25,375,019</b>
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<b>SAN MATEO</b>	
ATHERTON	\$ 400,000
BELMONT	\$ 814,868
BRISBANE	\$ 400,000
BURLINGAME	\$ 899,824
COLMA	\$ 400,000
DALY CITY	\$ 3,330,257
EAST PALO ALTO	\$ 1,019,315
FOSTER CITY	\$ 949,959
HALF MOON BAY	\$ 404,733
HILLSBOROUGH	\$ 400,000
MENLO PARK	\$ 976,964
MILLBRAE	\$ 658,776
PACIFICA	\$ 1,230,784

PORTOLA VALLEY	\$	400,000
REDWOOD CITY	\$	2,417,375
SAN BRUNO	\$	1,318,981
SAN CARLOS	\$	898,013
SAN MATEO	\$	2,996,500
SOUTH SAN FRANCISCO	\$	1,964,222
WOODSIDE	\$	400,000
<b>COUNTY TOTAL</b>	<b>\$</b>	<b>22,280,571</b>
<b>SANTA CLARA</b>		
CAMPBELL	\$	1,220,268
CUPERTINO	\$	1,710,561
GILROY	\$	1,541,761
LOS ALTOS	\$	877,139
LOS ALTOS HILLS	\$	400,000
LOS GATOS	\$	921,015
MILPITAS	\$	2,073,897
MONTE SERENO	\$	400,000
MORGAN HILL	\$	1,178,425
MOUNTAIN VIEW	\$	2,287,367
PALO ALTO	\$	1,974,516
SAN JOSE	\$	30,299,523
SANTA CLARA	\$	3,519,327
SARATOGA	\$	979,665
SUNNYVALE	\$	4,242,853
<b>COUNTY TOTAL</b>	<b>\$</b>	<b>53,626,317</b>
<b>SOLANO</b>		
BENICIA	\$	867,957
DIXON	\$	558,347
FAIRFIELD	\$	3,355,070
RIO VISTA	\$	400,000
SUISUN CITY	\$	881,587
VACAVILLE	\$	3,062,585
VALLEJO	\$	3,847,460
<b>COUNTY TOTAL</b>	<b>\$</b>	<b>12,973,006</b>
<b>SONOMA</b>		
CLOVERDALE	\$	400,000
COTATI	\$	400,000
HEALDSBURG	\$	400,000
PETALUMA	\$	1,802,285
ROHNERT PARK	\$	1,367,019
SANTA ROSA	\$	4,992,685
SEBASTOPOL	\$	400,000
SONOMA	\$	400,000
WINDSOR	\$	826,401
<b>COUNTY TOTAL</b>	<b>\$</b>	<b>10,988,390</b>
<b>GRAND TOTAL, BY COUNTY</b>		



Alameda	\$74,996,122
Contra Costa	\$52,145,646
Marin	\$14,464,612
Napa	\$9,110,582
San Francisco	\$40,031,053
San Mateo	\$40,753,450
Santa Clara	\$91,674,336
Solano	\$24,348,943
Sonoma	\$27,910,676
<b>Region</b>	<b>\$375,435,420</b>

Sources: City calculations provided by the League of California Cities based on population data from January 2006.  
County calculations provided by the California State Association of Counties.